



PORT OF PORTLAND

DAILY DIARY

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PROJECT Terminals 5 and 6 Maintenance Dredging CONTRACT NO. 52374/00D090

CONTRACTOR Hickey Marine SUPERINTENDENT Greg Speyer

DAY OF WEEK & DATE: Thursday, March 1, 2001 REPORT NO. 023

WEATHER Partly Cloudy to Overcast TEMPERATURE 40 - 50

INSPECTOR Frank Schmidt HRS DATE

(signature on hardcopy)– _____

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Hickey Marine - Foreman
Port Navigation - Captain, Crane Operator, Deck Engineer, Mechanic

MAJOR EQUIPMENT ON JOB (Size/capacity and hours):

Hickey Marine - Pickup Truck, Tugboat
Port Navigation - 67 Ton Water Crane, Rental Spud Barge, Landing Barge, WLW Tugboat, Tender Don, Hickeys' Dredge Barge (Dump Scow), Toyo Pump

CHRONOLOGICAL ACCOUNT OF DAY'S WORK

7:40 am I observed that wood debris was being removed from Barge Bin No. 1.
Berms and silt fences appeared to be in good condition.

8:00 am Pumping of material from the dump scow began at Barge Bin No.7. I observed that the bottom steel plates were exposed in all of the barge bins except Barge Bin No.7.
I observed that there appeared to be no visible turbidity in the boat ramp area of the pumping facility.

9:00 am I observed that there appeared to be no visible turbidity in the boat ramp area of the pumping facility. Pumping of material from Barge Bin No.7 continued. I left the site.

11:00 am I observed that there appeared to be no visible turbidity in the boat ramp area of the pumping facility. I observed that most of the material was pumped out of Barge Bin No.7. There were numerous tree trunks and pieces of wood debris in Barge Bin No.7.

Per telecon with Marcel (Port Project Manager), I provided a project update.

I met with Jeff (Port Dredge captain) and discussed the difficulty of removing the remaining material in the dump scow.

12:00 pm I observed that there appeared to be no visible turbidity in the boat ramp area of the pumping facility. I left the site.

12:10 pm Per telecon with Greg Perkins (Hickey), he informed me that he was at the Suttle Road gate. He indicated that he had spoken with Jeff Hawkins (Port Dredge Captain) about observing the clean up process. I contacted Jeff and informed him that Greg was at the gate.

1:45 pm Per telecon with Mike Dettmer (Port Engineering Technician), we discussed the post-dredge survey results.

2:00 pm I observed that the dump scow was no longer at the Port pumping facility. Jeff Hawkins (Port Dredge Captain) was not on site. I met with Mitch (Port Deck Engineer). Mitch indicated that Greg Perkins (Hickey) and Jeff Hawkins decided that the dump scow was clean enough to transfer over to Hickey. Hickey removed the barge.

Per telecon to Marcel (Port Project Engineer), he indicated that he was on site and observed that the barge was clean enough to transfer to Hickey.

TESTS PERFORMED: _____**PHONE LOG:** _____**SITE PHOTOS/VIDEOS TAKEN:** _____**FORCE ACCOUNT WORK/ CHANGES ENCOUNTERED:** _____